



U.S. Department
of Transportation

**Federal Aviation
Administration**

AVIATION SAFETY INSPECTOR

FG-1825-9/11/12

Question Booklet for the

AIR CARRIER OPERATIONS OPTION

Option Code: AO

Aviation Careers Division
AMH-300 (4/99)

AVIATION SAFETY INSPECTOR AIR CARRIER OPERATIONS (AO) QUESTION BOOKLET

GENERAL INFORMATION

This question booklet is intended to identify factors which distinguish between qualified applicants. The questions relate to only those factors which would make an applicant better qualified for the air carrier operations option of the aviation safety inspector occupation. Basic qualifications are determined by your answers to the questions on the Aviation Safety Inspector FG-1825-9/11/12 Application for Employment, FAA Form 27152. Your responses to the questions in this booklet will be used to rank your application for the air carrier operations option.

After your answers are scanned, a Qualification Summary will be generated reflecting all of your answers. Your Qualification Summary will be included with your Notice of Results. You should review these documents for accuracy and notify the Aviation Careers Division if any corrections are required. Therefore, you should keep this question booklet and a copy of your completed Answer Sheet for Aviation Safety Inspector FG-1825-9/11/12, FAA Form 27152-Answer Sheet, to assist in this review.

When you are referred for employment consideration, your Qualifications Summary and Supplemental Qualifications Statement, FAA Form 27152-SQ, will be provided to the selecting official. **Your employment consideration could be adversely affected by any inconsistencies between these documents.**

INSTRUCTIONS

Record your answers to the questions from this question booklet in the RESPONSES section of FAA Form 27152-Answer Sheet. The first 9 questions are to be completed by all applicants. You only need to answer the remaining questions for work experience areas that apply to you. For your convenience, a list of all work experience areas, all positions within those areas, and the corresponding question numbers are listed on pages iii-iv of the question booklet.

NOTE: Throughout the question booklet, when the answer choices are "No" or "Yes," the first answer choice, (a), is "No," and the second answer choice, (b), is "Yes."

Select only one answer per question. Any question not answered defaults to (a). If more than 1 oval is blackened for any one question, the answer defaults to (a).

Unless otherwise indicated, only FAA ratings, designations and authorizations can be claimed; these questions do not apply to an industry or military equivalent.

For questions concerning formal education, any degree claimed must be a bona fide degree, such as a bachelor's degree, from an accredited college or university. Certificates and licenses can not be substituted for a degree. Only the highest degree held should be claimed.

If you answer (a) or "no" to having had experience in a particular work experience area or to having held a particular position, the scoring program automatically skips to the next section of questions and will not credit any answers given under that work experience area or position.

Part-time positions must be prorated based on a 40-hour workweek. For example: If you held a part-time position for 1 year during which you worked an average of 10 hours per week, you should claim 3 months of experience; i.e., 25% of 1 year. If you worked more than 40 hours per week, you may only take credit for 40 hours.

You must have actually held each position described; assignments in an acting or relief capacity can not be claimed. Any positions claimed on the FAA Form 27152-Answer Sheet must also be listed on your FAA Form 27152-SQ.

References to certain parts of the Federal Aviation Regulations (Title 14 of the Code of Federal Regulations) are listed by their part number; e.g., part 121.

The following codes are to be used on FAA Form 27152-SQ, in the Type of Operation section under Aviation Employment History, when claiming work experience areas covered in this question booklet:

<u>CODE</u>	<u>Type of Operation</u>
121	Part 121 Operators
135C	Part 135 Commuter Operators
142	Part 142 Training Centers
61	Part 61 Exemption-Holding Simulator Training Centers
91	Part 91 Operators (Includes public use)
125	Part 125 Operators
129	Part 129 Operators
135	Part 135 Operators (On demand or scheduled cargo)
141	Part 141 Pilot Schools
63	Part 63 Training Centers
Mil	Military Flight Operations
Oth	Other Aviation Experience (Specify)

SEND COMPLETED FORMS TO:

**DOT/ FAA, Mike Monroney Aeronautical Center
Aviation Careers Division, Attn: AMH-300
P.O. Box 26650
Oklahoma City, OK 73126**

FOR ADDITIONAL INFORMATION:

<http://jobs.faa.gov/>
or
www.jobs.faa.gov

(405) 954-4657

PRIVACY ACT AND PUBLIC BURDEN STATEMENTS

Public Law 104-50 allows the Federal Aviation Administration to rate applicants for employment. We need the information on this application questionnaire to see how well your education and work skills qualify you for employment with the FAA. We also need information on matters such as citizenship and military service to see whether you are affected by laws we must follow in deciding whom the Federal government may employ.

Executive Order 9397 authorizes the solicitation of your Social Security Number (SSN) for use as an identifier in personnel records management to assure proper identification of applicants throughout the selection and employment process. The information we collect on this questionnaire, including your SSN, will be used for employment purposes, and it may also be used for statistical studies or computer matching with other government files. Furnishing your SSN or any of the other information requested in the vacancy announcement is voluntary; however, failure to provide this information will prevent the processing of your application and will prevent your consideration for employment. The nature of the information received is confidential, and authorized officials will handle it appropriately. This information becomes part of a Privacy Act System of Records as identified in 5CFR 552a, under OPM/GOVT-1: General Personnel Records.

We estimate it will take you 60 minutes or less to complete this form, including the time required to read the instructions, provide the requested information, and review your responses. Send comments regarding this estimate or any other aspect of the collection of information, including suggestions for reducing the burden, to the Federal Aviation Administration, Assistant Administrator for Human Resource Management, 800 Independence Avenue, SW, Washington, D.C. 20591.

Definitions of Some Terms Used in the Question Booklet

Airplane Simulator – A device which duplicates a specific airplane cockpit and is capable of closely representing the actual airplane through various ground and flight regimes (To be classified as an airplane simulator, it must have met the provisions set forth in Advisory Circular 121-14 or Advisory Circular 120-40 or any subsequent amendments.)

Check Instructor – A person employed by a part 141 pilot school who has been designated in accordance with part 141.37 to conduct student stage checks, end-of-course checks and instructor proficiency checks

Designated Pilot Examiner – A person who has been approved by the Federal Aviation Administration to act for the Administrator in the conduct of flight tests and issuance of temporary pilot certificates and ratings to qualified applicants

Electronic Flight Instrument System (EFIS) – Cathode-ray tube based electronic display systems used for guidance, control, or decision-making by pilots

Global Positioning System (GPS) – A space-based radio positioning, navigation, and time transfer system developed by the Department of Defense

Inertial Navigation System (INS) – A totally self-contained navigation system, comprised of gyros, accelerometers, and a navigational computer, which provides aircraft position and navigation information in response to signals resulting from inertial effects on system components, and does not require information from external sources

OMEGA – A navigation system receiving signals from a network of eight transmitting stations located throughout the world to provide world-wide signal coverage, transmitting in the Very Low Frequency (VLF) band

Operators certificated under part 125 – Operators operating U.S.-registered civil airplanes which have a seating configuration of 20 or more passengers or a maximum payload capacity of 6,000 pounds or more when common carriage is not involved (This does not include airplanes which are required to be operated under part 121, 129, 135, or 137 OR airplanes operated outside the United States by a person who is not a citizen of the United States)

Pilot Proficiency Examiner (PPE) – A person who has been approved by the Federal Aviation Administration to act for the Administrator in the conduct of proficiency flights

Training Center Evaluator (TCE) – A person employed by a part 142 training center authorized to conduct practical tests for certification, to conduct proficiency/competency checks or to act as a check airman for contracting operators operating under part 121, 125, or 135

Work Experience Areas and Positions

Question Numbers

Part 121 Operators and Part 135 Commuter Operators.....12. - 13.

Pilot-in-Command (PIC)	14. - 26.
Simulator/Flight Instructor.....	27. - 36.
Director of Training/Assistant Director of Training.....	37. - 52.
Director of Safety	53. - 56.
Check Airman.....	57. - 73.
Aircrew Program Designee (APD).....	74. - 77.
Chief Pilot/Assistant Chief Pilot (including Domicile Chief Pilot).....	78. - 88.
Director of Operations/Assistant Director of Operations.....	89. - 99.

Part 142 Training Centers and Part 61 Exemption-Holding

Simulator Training Centers.....100.

Simulator/Flight Instructor.....	101. - 111.
Part 142 Training Center Evaluator and Designated Examiner, Pilot Proficiency Examiner, and Check Airman Associated with a Part 61 Exemption-Holding Simulator Training Center.....	112. - 118.
Director of Training/Assistant Director of Training/Program Manager.....	119. - 125.

Part 91, 125, 129, and 135 (On Demand or Scheduled Cargo)	
Operators (Airplane) (Includes Public Use Airplanes)	126. - 127.
Pilot-in-Command (PIC)	128. - 139.
Simulator/Flight Instructor	140. - 147.
Director of Training/Assistant Director of Training	148. - 160.
Check Airman	161. - 175.
Chief Pilot/Assistant Chief Pilot (including Domicile Chief Pilot)	176. - 187.
Director of Operations/Assistant Director of Operations	188. - 197.
Part 141 Pilot Schools and Part 63 Training Centers	198.
Simulator/Flight Instructor	199. - 208.
Check Instructor	209. - 212.
Chief Flight Instructor/Assistant Chief Flight Instructor/Director of Training/Assistant Director of Training	213. - 219.
Military Flight Operations Experience (Airplane)	220.
Aircraft Commander	221. - 233.
Instructor Pilot	234. - 240.
STAN-BOARD or STAN/EVAL Check Pilot or NATOPS Evaluator	241. - 251.
Squadron Operations Officer	252. - 257.
Wing/Group Director of Operations or Squadron, Company, Battalion, Wing, Group, or Regiment Commander	258. - 265.

1. What is the highest level of education that you have completed?
 - (a) High school graduate or equivalent
 - (b) Some college but no degree
 - (c) Associate degree
 - (d) Bachelor's degree
 - (e) Master's or Doctorate degree
2. Do you have a current FAA flight instructor certificate (CFI)?
 - (a) No
 - (b) Yes
3. Do you have an instrument-airplane rating on a current FAA flight instructor certificate?
 - (a) No
 - (b) Yes
4. Have you been an FAA designated pilot examiner (except for a part142 training center)?
 - (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
5. Have you been an FAA designated flight engineer examiner (DFEE) (except for a part142 training center)?
 - (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
6. Have you been an FAA designated aircraft dispatcher examiner (DADE) (except for a part142 training center)?
 - (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
7. Have you been designated as an FAA pilot proficiency examiner (PPE) (except for a part142 training center)?
 - (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
8. Have you previously been employed by the FAA in the position of Aviation Safety Technician, GS1802 or FG-1802?
 - (a) No
 - (b) Yes
9. Have you previously been employed by the FAA in the position of Aviation Safety Inspector, GS1825 or FG-1825?
 - (a) No
 - (b) Yes

If you answered (a) to question #9, go to question #12; if you answered (b), continue in this section.

10. What was the highest grade level that you held as an Aviation Safety Inspector with the FAA?
 - (a) GS-5 or FG-5
 - (b) GS-7 or FG-7
 - (c) GS-9 or FG-9
 - (d) GS-11 or FG-11
 - (e) GS-12 or FG-12 or above
11. How long were you at the grade level answered in question #10?

- (a) Less than 1 year
- (b) 1 year or more

WORK EXPERIENCE AREA:

Part 121 Operators and Part 135 Commuter Operators

THIS SECTION DOES NOT INCLUDE ACTIVE DUTY, RESERVE, OR NATIONAL GUARD MILITARY SERVICE EXPERIENCE, WHICH SHOULD BE CREDITED UNDER THE "MILITARY FLIGHT OPERATIONS EXPERIENCE (AIRPLANE)" SECTION.

- 12. Have you had at least 1 year of experience as a flight engineer or pilot with an operator operating under part 121 or a commuter operator operating under part 135 on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane AND have you successfully completed at least one annual proficiency checkride with that operator on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?
 - (a) No
 - (b) Yes
- 13. Have you had at least 1 year of experience in either a higher level flight management or instructor position with an operator operating under part 121 or a commuter operator operating under part 135 using airplanes over 12,500 pounds maximum certificated takeoff weight or turbine-powered airplanes?
 - (a) No
 - (b) Yes

If you answered (a) to both questions #12 and #13, go to question #100; if you answered (b) to either question #12 or #13, continue in this section. Your answers in this section must be based only on experience with part 121 operators and/or part 135 commuter operators operating airplanes over 12,500 pounds maximum certificated takeoff weight or turbine-powered airplanes. For questions regarding numbers of airplane types, all basic makes and models of a type count as one, except for those requiring a separate type rating.

POSITION: Pilot-in-Command (PIC)

- 14. Have you held a position as a pilot-in-command (PIC) with a part 121 operator on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?
 - (a) No
 - (b) Yes
- 15. Have you held a position as a PIC with a part 135 commuter operator on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?
 - (a) No
 - (b) Yes

If you answered (a) to both questions #14 and #15, go to question #27; if you answered (b) to either question #14 or #15, continue in this section. Combine all experience that you have had while holding the position of PIC with part 121 operators and/or part 135 commuter operators in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

- 16. On how many different types of airplanes did you hold the position of PIC with a part 121 operator or part 135 commuter operator?
 - (a) 1
 - (b) 2 to 4
 - (c) More than 4

17. Did you fly airplanes equipped with specialized means of navigation; i.e., MLS, GPS, OMEGA, LORAN, and/or INS while holding the position of PIC with a part121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
18. Did you fly airplanes equipped with electronic flight instrument systems (EFIS/Glass cockpit) while holding the position of PIC with a part 121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
19. Did you participate in extended overwater operations while holding the position of PIC with a part121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
20. Did you participate in international operations while holding the position of PIC with a part121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
21. Were you qualified to conduct approaches using Head-up Display (HUD) while holding the position of PIC with a part 121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
22. Were you qualified to make category II and/or III approaches while holding the position of PIC with a part 121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
23. Did you receive simulator training while holding the position of PIC with a part121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
24. How many flight-hours have you flown while holding the position of PIC with a part121 operator or part 135 commuter operator?
- (a) Less than 1000 flight-hours
 - (b) 1000 to 3000 flight-hours
 - (c) More than 3000 flight-hours
25. How long were you a PIC with a part121 operator or part 135 commuter operator?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
26. When was the last time you held the position of PIC with a part121 operator or part 135 commuter operator?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Simulator/Flight Instructor
--

27. While holding a line position as a flight engineer or second-in-command with a part121 operator, have you given simulator or flight instruction on an airplane over 12,500pounds maximum certificated takeoff weight or a turbine-powered airplane?

- (a) No
- (b) Yes, for less than 1 year
- (c) Yes, for 1 year or more

28. While holding a line position as a flight engineer or second-in-command with a part 135 commuter operator, have you given simulator or flight instruction on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?
- (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
29. While holding a line position as a PIC with a part 121 operator, have you given simulator or flight instruction on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?
- (a) No
 - (b) Yes
30. While holding a line position as a PIC with a part 135 commuter operator, have you given simulator or flight instruction on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?
- (a) No
 - (b) Yes

If you answered (a) to both questions #29 and #30, go to question #37; if you answered (b) to either question #29 or #30, continue in this section. Combine all simulator/flight instructor experience you have had while holding a line position of PIC with part 121 operators and/or part 135 commuter operators in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS, MAXIMUM CERTIFICATED TAKEOFF WEIGHT, OR TURBINE-POWERED AIRPLANES.

31. On how many different types of airplanes did you give flight or simulator instruction with a part 121 operator or part 135 commuter operator?
- (a) 1
 - (b) 2 to 4
 - (c) More than 4
32. How many of the following areas have you taught as a simulator or flight instructor with a part 121 operator or part 135 commuter operator:
- Specialized means of navigation; i.e., MLS, GPS, OMEGA, LORAN, and/or INS
 - Electronic flight instrument systems (EFIS/Glass cockpit)
 - Head-up Display (HUD)
 - Category II and/or III approaches
 - Advanced simulator training as described in appendix H of part 121
 - Crew resource management
- (a) None
 - (b) 1
 - (c) 2 to 3
 - (d) More than 3
33. Within the past year, how many courses in initial, recurrent, requalification, transition, differences, or upgrade have you taught as a simulator or flight instructor with a part 121 operator or part 135 commuter operator?
- (a) None
 - (b) 1 to 2
 - (c) 3 to 6
 - (d) More than 6
34. How many courses in initial, recurrent, requalification, transition, differences, or upgrade have you taught as a simulator or flight instructor between 1 and 3 years ago with a part 121 operator or part 135 commuter operator?

- (a) None
- (b) 1 to 2
- (c) 3 to 6
- (d) More than 6

35. How long were you a simulator or flight instructor with a part121 operator or part 135 commuter operator?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
36. When was the last time you held a position as a simulator or flight instructor with a part121 operator or part 135 commuter operator?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Director of Training/Assistant Director of Training
--

37. Have you held a position as a director of training or assistant director of training with a part121 operator operating airplanes over 12,500pounds maximum certificated takeoff weight or turbine-powered airplanes?
- (a) No
 - (b) Yes
38. Have you held a position as a director of training or assistant director of training with a part135 commuter operator operating airplanes over 12,500pounds maximum certificated takeoff weight or turbine-powered airplanes?
- (a) No
 - (b) Yes

If you answered (a) to both questions #37 and #38, go to question #53; if you answered (b) to either question #37 or #38, continue in this section. Combine all director of training or assistant director of training positions you have held with part 121 operators and/or part 135 commuter operators in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

39. At any one time, what was the largest number of instructors who reported to you while you were a director of training or assistant director of training with a part121 operator or part 135 commuter operator?
- (a) None
 - (b) 1 to 10
 - (c) 11 to 20
 - (d) More than 20
40. What was the largest number of pilots/flight engineers who were employed by any one company for which you were a director of training or assistant director of training with a part121 operator or part 135 commuter operator?
- (a) 1 to 100
 - (b) 101 to 500
 - (c) More than 500
41. How many different types of airplanes were covered in training programs for which you were responsible as a director of training or assistant director of training with a part121 operator or part 135 commuter operator?
- (a) 1
 - (b) 2 to 4
 - (c) More than 4

42. At any one time, what was the largest number of check airmen who reported to you while you were a director of training or assistant director of training with a part121 operator or part 135 commuter operator?
- (a) None
 - (b) 1 to 10
 - (c) 11 to 20
 - (d) More than 20
43. What was the largest number of flight attendants employed by any one company for whom you were responsible for training as a director of training or assistant director of training with a part121 operator or part 135 commuter operator?
- (a) Not applicable
 - (b) 1 to 400
 - (c) 401 to 2000
 - (d) More than 2000
44. What was the largest number of dispatchers employed by any one company for whom you were responsible for training as a director of training or assistant director of training with a part121 operator or part 135 commuter operator?
- (a) Not applicable
 - (b) 1 to 10
 - (c) 11 to 20
 - (d) More than 20
45. Were you responsible for the training of employees other than crewmembers (ground service, mechanics, ticket agents) as a director of training or assistant director of training with a part121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
46. Did you contract out training as a director of training or assistant director of training with a part121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
47. Did you contract in training as a director of training or assistant director of training with a part121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
48. Were you responsible for a simulator training program as a director of training or assistant director of training with a part 121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
49. Were you responsible for an advanced simulator training program as described in appendix H of part121 as a director of training or assistant director of training with a part121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
50. Were you responsible for a crew resource management program as a director of training or assistant director of training with a part 121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
51. How long were you a director of training or assistant director of training with a part 121 operator or part 135 commuter operator?
- (a) Less than 1 year
 - (b) 1 to 3 years

(c) More than 3 years

52. When was the last time you performed as a director of training or assistant director of training with a part 121 operator or part 135 commuter operator?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Director of Safety

53. Have you held a position as a director of safety with a part121 operator operating airplanes over 12,500 pounds maximum certificated takeoff weight or turbine-powered airplanes?
- (a) No
 - (b) Yes

If you answered (a) to question #53, go to question #57; if you answered (b), continue in this section. Combine all director of safety positions you have held with part121 operators in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

54. Did you have responsibility for an internal audit/evaluation program as a director of safety for a part121 operator?
- (a) No
 - (b) Yes
55. How long were you a director of safety with a part121 operator?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
56. When was the last time you performed as a director of safety with a part121 operator?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Check Airman

57. Have you held a position as a check airman with a part121 operator on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?
- (a) No
 - (b) Yes
58. Have you held a position as a check airman with a part135 commuter operator on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?
- (a) No
 - (b) Yes

If you answered (a) to both questions #57 and #58, go to question #74; if you answered (b) to either question #57 or #58, continue in this section. Combine all check airman experience you have had with part121 operators and/or part 135 commuter operators in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

59. On how many different types of airplanes did you hold check airman authority with a part121 operator or part 135 commuter operator?

- (a) 1
- (b) 2 to 4
- (c) More than 4

- 60. Did you hold check airman authority on airplanes equipped with specialized means of navigation i.e., MLS, GPS, OMEGA, LORAN, and/or INS with a part 121 operator or part 135 commuter operator?
 - (a) No
 - (b) Yes
- 61. Did you hold check airman authority on airplanes equipped with electronic flight instrument systems (EFIS/Glass cockpit) with a part 121 operator or part 135 commuter operator?
 - (a) No
 - (b) Yes
- 62. Did you participate as a check airman in extended overwater operations with a part 121 operator or part 135 commuter operator?
 - (a) No
 - (b) Yes
- 63. Did you participate as a check airman in international operations with a part 121 operator or part 135 commuter operator?
 - (a) No
 - (b) Yes
- 64. Did you participate as a check airman in a crew resource management program with a part 121 operator or part 135 commuter operator?
 - (a) No
 - (b) Yes
- 65. Did you hold check airman authority on airplanes equipped with Head-up Display (HUD) with a part 121 operator or part 135 commuter operator?
 - (a) No
 - (b) Yes
- 66. Were you qualified as a check airman for category II and/or III approaches with a part 121 operator or part 135 commuter operator?
 - (a) No
 - (b) Yes
- 67. Did you have a line check authorization with a part 121 operator or part 135 commuter operator?
 - (a) No
 - (b) Yes
- 68. Did you have an authorization to conduct initial operating experience as a check airman with a part 121 operator or part 135 commuter operator?
 - (a) No
 - (b) Yes
- 69. Did you have a simulator proficiency check authorization with a part 121 operator or part 135 commuter operator?
 - (a) No
 - (b) Yes
- 70. Did you have an airplane proficiency check authorization with a part 121 operator or part 135 commuter operator?
 - (a) No
 - (b) Yes

71. Were you authorized to conduct advanced simulator training program checks as described in appendix H of part 121 with a part 121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
72. How long were you a check airman with a part121 operator or part 135 commuter operator?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
73. When was the last time you performed as a check airman with a part 121 operator or part 135 commuter operator?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

POSITION: Aircrew Program Designee (APD)

74. Have you held a position as an Aircrew Program Designee (APD) with a part 121 operator on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?
- (a) No
 - (b) Yes
75. Have you held a position as an Aircrew Program Designee (APD) with a part135 commuter operator on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?
- (a) No
 - (b) Yes

If you answered (a) to both questions #74 and #75, go to question #78; if you answered (b) to either question #74 or #75, continue in this section. Combine all Aircrew Program Designee (APD) experience you have had with part 121 operators and/or part135 commuter operators in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

76. How long were you an Aircrew Program Designee (APD) with a part121 operator or part 135 commuter operator?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
77. When was the last time you performed as an Aircrew Program Designee (APD) with a part121 operator or part 135 commuter operator?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Chief Pilot/Assistant Chief Pilot (including Domicile Chief Pilot)

78. Have you held a position as a chief pilot or assistant chief pilot (including domicile chief pilot) with a part 121 operator operating airplanes over 12,500pounds maximum certificated takeoff weight or turbine-powered airplanes?
- (a) No
 - (b) Yes

79. Have you held a position as a chief pilot or assistant chief pilot (including domicile chief pilot) with a part 135 commuter operator operating airplanes over 12,500 pounds maximum certificated takeoff weight or turbine-powered airplanes?
- (a) No
 - (b) Yes

If you answered (a) to both questions #78 and #79, go to question #89; if you answered (b) to either question #78 or #79, continue in this section. Combine all chief pilot or assistant chief pilot (including domicile chief pilot) positions you have held with part 121 operators and/or part 135 commuter operators in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

80. Did you have responsibility for managing a training department (in lieu of a director of training) as a chief pilot or assistant chief pilot with a part 121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
81. Did you have responsibility for international operations as a chief pilot or assistant chief pilot with a part 121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
82. At any one time, what was the largest number of crew domiciles for which you were responsible as a chief pilot or assistant chief pilot with a part 121 operator or part 135 commuter operator?
- (a) 1 to 2
 - (b) 3 to 5
 - (c) More than 5
83. At any one time, what was the largest number of pilots/flight engineers you supervised as a chief pilot or assistant chief pilot with a part 121 operator or part 135 commuter operator?
- (a) 1 to 100
 - (b) 101 to 500
 - (c) More than 500
84. For how many different types of airplanes have you been responsible as a chief pilot or assistant chief pilot with a part 121 operator or part 135 commuter operator?
- (a) 1 to 2
 - (b) 3 to 5
 - (c) More than 5
85. At any one time, what was the largest number of check airmen who reported to you while you were a chief pilot or assistant chief pilot with a part 121 operator or part 135 commuter operator?
- (a) None
 - (b) 1 to 10
 - (c) 11 to 20
 - (d) More than 20
86. At any one time, what was the largest number of domicile chief pilots who you supervised as a chief pilot or assistant chief pilot with a part 121 operator or part 135 commuter operator?
- (a) None
 - (b) 1 to 2
 - (c) 3 to 5
 - (d) More than 5
87. How long were you a chief pilot or assistant chief pilot with a part 121 operator or part 135 commuter operator?
- (a) Less than 1 year

- (b) 1 to 3 years
- (c) More than 3 years

88. When was the last time you performed as a chief pilot or assistant chief pilot with a part121 operator or part 135 commuter operator?
- (a) Over 10 years ago
 - (b) Within the past 10 years

POSITION: Director of Operations/Assistant Director of Operations
--

89. Have you held a position as a director of operations or assistant director of operations with a part121 operator operating airplanes over 12,500pounds maximum certificated takeoff weight or turbine-powered airplanes?
- (a) No
 - (b) Yes
90. Have you held a position as a director of operations or assistant director of operations with a part135 commuter operator operating airplanes over 12,500pounds maximum certificated takeoff weight or turbine-powered airplanes?
- (a) No
 - (b) Yes

If you answered (a) to both questions #89 and #90, go to question #100; if you answered (b) to either question #89 or #90, continue in this section. Combine all director of operations and assistant director of operations positions you have held with part 121 operators and/or part 135 commuters in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

91. Did you have responsibility for managing the flight attendant department as a director of operations or assistant director of operations with a part121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
92. Did you have responsibility for managing a training department (in lieu of a director of training) as a director of operations or assistant director of operations with a part121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
93. Did you have responsibility for managing the flight following/dispatch department as a director of operations or assistant director of operations with a part121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
94. Did you have responsibility for international operations as a director of operations or assistant director of operations with a part 121 operator or part 135 commuter operator?
- (a) No
 - (b) Yes
95. At any one time, what was the largest number of crew domiciles for which you were responsible as a director of operations or assistant director of operations with a part121 operator or part 135 commuter operator?
- (a) 1 to 2
 - (b) 3 to 5
 - (c) More than 5

96. At any one time, what was the largest number of pilots/flight engineers for whom you were responsible as a director of operations or assistant director of operations with a part 121 operator or part 135 commuter operator?
- (a) 1 to 100
 - (b) 101 to 500
 - (c) More than 500
97. For how many different types of airplanes have you been responsible as a director of operations or assistant director of operations with a part 121 operator or part 135 commuter operator?
- (a) 1 to 2
 - (b) 3 to 5
 - (c) More than 5
98. How long were you a director of operations or assistant director of operations with a part 121 operator or part 135 commuter operator?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
99. When was the last time you performed as a director of operations or assistant director of operations with a part 121 operator or part 135 commuter operator?
- (a) Over 10 years ago
 - (b) Within the past 10 years

WORK EXPERIENCE AREA:
Part 142 Training Centers and
Part 61 Exemption-Holding Simulator Training Centers

THIS SECTION DOES NOT INCLUDE ACTIVE DUTY, RESERVE, OR NATIONAL GUARD MILITARY SERVICE EXPERIENCE, WHICH SHOULD BE CREDITED UNDER THE "MILITARY FLIGHT OPERATIONS EXPERIENCE (AIRPLANE)" SECTION.

AIRPLANE SIMULATORS CREDITED IN THIS SECTION MUST MEET THE CRITERIA DESCRIBED IN THE DEFINITIONS LISTED AT THE BEGINNING OF THIS DOCUMENT.

100. Have you had at least 1 year of experience in an instructor, evaluator, or higher level flight management position with either a part 142 training center or part 61 exemption-holding simulator training center that performed training for airplanes over 12,500 pounds maximum certificated takeoff weight or turbojet airplanes?
- (a) No
 - (b) Yes

If you answered (a) to question #100, go to question #126; if you answered (b), continue in this section. Your answers in this section must be based ONLY on experience with part 142 training centers and/or part 61 exemption-holding simulator training centers that performed training on airplanes over 12,500 pounds maximum certificated takeoff weight, turbojet airplanes, or simulators replicating such airplanes. For questions regarding numbers of airplane types, all basic makes and models of a type count as one, except for those requiring a separate type rating.

POSITION: Simulator/Flight Instructor

101. Have you held a position as a simulator or flight instructor in a part 142 training center or a part 61 exemption-holding simulator training center for an airplane over 12,500 pounds maximum certificated takeoff weight or a turbojet airplane?

- (a) No
- (b) Yes

If you answered (a) to question #101, go to question #112; if you answered (b), continue in this section. Combine all simulator and flight instructor experience you have had with part142 training centers and/or part61 exemption-holding simulator training centers in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT, TURBOJET AIRPLANES, OR SIMULATORS REPLICATING SUCH AIRPLANES. For questions regarding numbers of airplane types, all basic makes and models of a type count as one, except for those requiring a separate type rating.

- 102. On how many different types of airplanes did you give simulator or flight instruction with a part142 training center or part 61 exemption-holding simulator training center?
 - (a) 1
 - (b) 2 to 4
 - (c) More than 4
- 103. Did you give simulator or flight instruction in airplanes equipped with specialized means of navigation; i.e., MLS, GPS, OMEGA, LORAN, and/or INS with a part142 training center or part61 exemption-holding simulator training center?
 - (a) No
 - (b) Yes
- 104. Did you give simulator or flight instruction in airplanes equipped with electronic flight instrument systems (EFIS/Glass cockpit) with a part 142 training center or part61 exemption-holding simulator training center?
 - (a) No
 - (b) Yes
- 105. Did you give simulator or flight instruction in airplanes equipped with Head-up Display (HUD) with a part 142 training center or part61 exemption-holding simulator training center?
 - (a) No
 - (b) Yes
- 106. Were you qualified to give simulator or flight instruction for category II and/or III approaches with a part 142 training center or part61 exemption-holding simulator training center?
 - (a) No
 - (b) Yes
- 107. Were you qualified to give simulator or flight instruction in any contracting part 121, 125, or 135 air operator training program with a part142 training center or part61 exemption-holding simulator training center?
 - (a) No
 - (b) Yes
- 108. Within the past year, how many courses in initial, recurrent, transition, differences, or upgrade have you taught as a simulator or flight instructor with a part142 training center or part61 exemption-holding simulator training center?
 - (a) None
 - (b) 1 to 2
 - (c) 3 to 6
 - (d) More than 6
- 109. How many courses in initial, recurrent, transition, differences, or upgrade have you taught as a simulator or flight instructor between 1 and 3 years ago with a part142 training center or part61 exemption-holding simulator training center?
 - (a) None
 - (b) 1 to 2
 - (c) 3 to 6

(d) More than 6

110. How long were you a simulator or flight instructor with a part142 training center or part61 exemption-holding simulator training center?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
111. When was the last time you held a position as a simulator or flight instructor with a part142 training center or part 61 exemption-holding simulator training center?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

<p>POSITION: Part 142 Training Center Evaluator and Designated Examiner, Pilot Proficiency Examiner, and Check Airman Associated with a Part 61 Exemption-Holding Simulator Training Center</p>
--

112. Have you held a position as a training center evaluator with a part 142 training center or a designated examiner, pilot proficiency examiner, or check airman with a part61 exemption-holding simulator training center on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbojet airplane?
- (a) No
 - (b) Yes

If you answered (a) to question #112, go to question #119; if you answered (b), continue in this section. Combine all training center evaluator experience you have had with part142 training centers and/or designated examiner, pilot proficiency examiner, and check airman experience with part61 exemption-holding simulator training centers in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT, TURBOJET AIRPLANES, OR SIMULATORS REPLICATING SUCH AIRPLANES.

113. Did you hold the authority to conduct part61.58 pilot proficiency checks while you were a training center evaluator with a part 142 training center or pilot proficiency examiner with a part61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
114. Did you hold the authority to conduct practical tests for certification or additional ratings while you were a training center evaluator with a part142 training center or a designated pilot examiner with a part61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
115. Did you hold the authority to act as a check airman for contracting part121, 125, or 135 air operators with a part 142 training center or a part61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
116. On how many different types of airplanes were you a training center evaluator with a part142 training center, or a designated pilot examiner, check airmen, or a pilot proficiency examiner with a part61 exemption-holding simulator training center?
- (a) 1
 - (b) 2 to 4
 - (c) More than 4

117. How long were you a training center evaluator with a part142 training center or a designated pilot examiner, check airmen, or a pilot proficiency examiner with a part61 exemption-holding simulator training center?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
118. When was the last time you held a position as a training center evaluator with a part142 training center or a designated pilot examiner, check airmen, or a pilot proficiency examiner with a part61 exemption-holding simulator training center?
- (a) Over 5 years ago
 - (b) 3 to 5 years ago
 - (c) Within the past 3 years

POSITION: Director of Training/Assistant Director of Training/Program Manager
--

119. Have you held a management position responsible for the supervision of airplane simulator or flight training, such as director of training, assistant director of training, or program manager with a part142 training center or part 61 exemption-holding simulator training center that performed training in airplanes over 12,500 pounds maximum certificated takeoff weight or turbojet airplanes?
- (a) No
 - (b) Yes

If you answered (a) to question #119, go to question #126; if you answered (b), continue in this section. Combine all director of training, assistant director of training, and/or program manager positions you have held with part 142 training centers and/or part61 exemption-holding simulator training centers in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT, TURBOJET AIRPLANES, OR SIMULATORS REPLICATING SUCH AIRPLANES.

120. At any one time, what was the largest number of instructors who reported to you while you were in a management position such as director of training, assistant director of training, or program manager with a part 142 training center or part61 exemption-holding simulator training center?
- (a) None
 - (b) 1 to 5
 - (c) 6 to 10
 - (d) More than 10
121. What was the largest annual student enrollment in any training program(s) for which you held management responsibility with a part 142 training center or part61 exemption-holding simulator training center?
- (a) 1 to 100
 - (b) 101 to 500
 - (c) More than 500
122. How many different types of airplanes were covered in training programs for which you were responsible while you were in a management position such as director of training, assistant director of training, or program manager with a part 142 training center or part61 exemption-holding simulator training center?
- (a) 1
 - (b) 2 to 4
 - (c) More than 4
123. At any one time, what was the largest number of FAA approved training programs for which you were responsible under which a part 142 training center or part61 exemption-holding simulator training center instructed while you were in a management position such as director of training, assistant director of training, or program manager?
- (a) 1 to 10
 - (b) 11 to 20

(c) More than 20

124. How long were you in a management position responsible for the supervision of airplane flight or simulator training, such as director of training, assistant director of training, or program manager with a part 142 training center or part 61 exemption-holding simulator training center?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
125. When was the last time you were in a management position responsible for the supervision of airplane flight or simulator training, such as director of training, assistant director of training, or program manager with a part 142 training center or part 61 exemption-holding simulator training center?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

WORK EXPERIENCE AREA:
Part 91, 125, 129, and 135 (On Demand or Scheduled Cargo)
Operators (Airplane) (Includes Public Use Airplanes)

THIS SECTION DOES NOT INCLUDE ACTIVE DUTY, RESERVE, OR NATIONAL GUARD MILITARY SERVICE EXPERIENCE, WHICH SHOULD BE CREDITED UNDER THE "MILITARY FLIGHT OPERATIONS EXPERIENCE (AIRPLANE)" SECTION.

126. Have you had at least 1 year of experience as a flight engineer or pilot with an operator operating under part 91, 125, 129, or 135 (on demand or scheduled cargo) on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane AND have you successfully completed at least one annual proficiency checkride with that operator on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?
- (a) No
 - (b) Yes
127. Have you had at least 1 year of experience in either a higher level flight management or instructor position with an operator operating under part 91, 125, 129, or 135 (on demand or scheduled cargo) using airplanes over 12,500 pounds maximum certificated takeoff weight or turbine-powered airplanes?
- (a) No
 - (b) Yes

If you answered (a) to both questions #126 and #127, go to question #198; if you answered (b) to either question #126 or #127, continue in this section. Your answers in this section must be based ONLY on experience with part 91, 125, 129, or 135 (on demand or scheduled cargo) operators which operated airplanes over 12,500 pounds maximum certificated takeoff weight or turbine-powered airplanes. For questions regarding numbers of airplane types, all basic makes and models of a type count as one, except for those requiring a separate type rating.

POSITION: Pilot-in-Command (PIC)

128. Have you held a position as a PIC with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?
- (a) No
 - (b) Yes

If you answered (a) to question #128, go to question #140; if you answered (b), continue in this section. Combine all experience you have had while holding the position of PIC with part 91, 125, 129, and/or 135 (on demand or scheduled cargo) operators in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

129. On how many different types of airplanes did you hold the position of PIC with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) 1
 - (b) 2 to 4
 - (c) More than 4
130. Did you fly airplanes equipped with specialized means of navigation; i.e., MLS, GPS, OMEGA, LORAN, and/or INS while holding the position of PIC with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) No
 - (b) Yes
131. Did you fly airplanes equipped with electronic flight instrument systems (EFIS/Glass cockpit) while holding the position of PIC with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) No
 - (b) Yes
132. Did you participate in extended overwater operations while holding the position of PIC with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) No
 - (b) Yes
133. Did you participate in international operations while holding the position of PIC with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) No
 - (b) Yes
134. Were you qualified to conduct approaches using Head-up Display (HUD) while holding the position of PIC with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) No
 - (b) Yes
135. Were you qualified to make category II and/or III approaches while holding the position of PIC with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) No
 - (b) Yes
136. Did you receive simulator training while holding the position of PIC with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) No
 - (b) Yes
137. How many flight-hours have you flown while holding the position of PIC with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) Less than 1000 flight-hours
 - (b) 1000 to 3000 flight-hours
 - (c) More than 3000 flight-hours
138. How long did you hold the position of PIC with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) Less than 1 year

- (b) 1 to 3 years
- (c) More than 3 years

139. When was the last time you held the position of PIC with a part91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Simulator/Flight Instructor
--

140. While holding a line position as a flight engineer or second-in-command with a part91, 125, 129, or 135 (on demand or scheduled cargo) operator, have you given simulator or flight instruction on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?
- (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
141. While holding a line position as a PIC with a part91, 125, 129, or 135 (on demand or scheduled cargo) operator, have you given simulator or flight instruction on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?
- (a) No
 - (b) Yes

If you answered (a) to question #141, go to question #148; if you answered (b), continue in this section. Combine all simulator/flight instructor experience you have had as a PIC with part91, 125, 129, and/or 135 (on demand or scheduled cargo) operators in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

142. On how many different types of airplanes did you give flight or simulator instruction with a part91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) 1
 - (b) 2 to 4
 - (c) More than 4
143. How many of the following areas have you taught as a simulator or flight instructor with a part91, 125, 129, or 135 (on demand or scheduled cargo) operator:
- Specialized means of navigation; i.e., MLS, GPS, OMEGA, LORAN, and/or INS
 - Electronic flight instrument systems (EFIS/Glass cockpit)
 - Head-up Display (HUD)
 - Category II and/or III approaches
 - Advanced simulator training as described in appendix H of part121
 - Crew resource management
- (a) None
 - (b) 1
 - (c) 2 to 3
 - (d) More than 3
144. Within the past year, how many courses in initial, recurrent, requalification, transition, differences, or upgrade have you taught as a simulator or flight instructor with a part91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) None
 - (b) 1 to 2
 - (c) 3 to 6
 - (d) More than 6

145. How many courses in initial, recurrent, requalification, transition, differences, or upgrade have you taught as a simulator or flight instructor between 1 and 3 years ago with a part91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) None
 - (b) 1 to 2
 - (c) 3 to 6
 - (d) More than 6
146. How long were you a simulator or flight instructor with a part91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
147. When was the last time you held the position of a simulator or flight instructor with a part91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Director of Training/Assistant Director of Training
--

148. Have you held a position as a director of training or assistant director of training or a position responsible for administering a crewmember training program with a part91, 125, 129, or 135 (on demand or scheduled cargo) operator operating airplanes over 12,500 pounds maximum certificated takeoff weight or turbine-powered airplanes?
- (a) No
 - (b) Yes

If you answered (a) to question #148, go to question #161; if you answered (b), continue in this section. Combine all director of training or assistant director of training positions you have had with part91, 125, 129, and/or 135 (on demand or scheduled cargo) operators in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

149. At any one time, what was the largest number of instructors who reported to you while you were a director of training or assistant director of training with a part91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) None
 - (b) 1 to 5
 - (c) 6 to 10
 - (d) More than 10
150. What was the largest number of pilots/flight engineers who were employed by any one part91, 125, 129, or 135 (on demand or scheduled cargo) operator for which you were a director of training or assistant director of training?
- (a) 1 to 25
 - (b) 26 to 50
 - (c) 51 to 100
 - (d) More than 100
151. How many different types of airplanes were covered in training programs for which you were responsible as a director of training or assistant director of training with a part91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) 1
 - (b) 2 to 4

(c) More than 4

152. Were you responsible for the training of flight attendants while you were a director of training or assistant director of training with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) No
 - (b) Yes
153. Were you responsible for the training of employees other than crewmembers (ground service, mechanics, ticket agents) as a director of training or assistant director of training with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) No
 - (b) Yes
154. Did you contract out training as a director of training or assistant director of training with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) No
 - (b) Yes
155. Did you contract in training as a director of training or assistant director of training with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) No
 - (b) Yes
156. Were you responsible for a simulator training program as a director of training or assistant director of training with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) No
 - (b) Yes
157. Were you responsible for an advanced simulator training program as described in appendix H of part 121 as a director of training or assistant director of training with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) No
 - (b) Yes
158. Were you responsible for a crew resource management program as a director of training or assistant director of training with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) No
 - (b) Yes
159. How long were you a director of training or assistant director of training with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
160. When was the last time you performed as a director of training or assistant director of training with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Check Airman

161. Have you held a position as a check airman with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?

- (a) No
- (b) Yes

If you answered (a) to question #161, go to question #176; if you answered (b), continue in this section. Combine all check airman experience you have had with part125, 129, and/or 135 (on demand or scheduled cargo) operators in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

- 162. On how many different types of airplanes did you hold check airman authority with a part125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) 1
 - (b) 2 to 4
 - (c) More than 4
- 163. Did you hold check airman authority on airplanes equipped with specialized means of navigation; i.e., MLS, GPS, OMEGA, LORAN, and/or INS with a part125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) No
 - (b) Yes
- 164. Did you hold check airman authority on airplanes equipped with electronic flight instrument systems (EFIS/Glass cockpit) with a part 125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) No
 - (b) Yes
- 165. Did you participate as a check airman in extended overwater operations with a part 125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) No
 - (b) Yes
- 166. Did you participate as a check airman in international operations with a part125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) No
 - (b) Yes
- 167. Did you participate as a check airman in a crew resource management program with a part125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) No
 - (b) Yes
- 168. Did you hold check airman authority on airplanes equipped with Head-up Display (HUD) with a part125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) No
 - (b) Yes
- 169. Were you qualified as a check airman for category II and/or III approaches with a part125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) No
 - (b) Yes
- 170. Did you have a line check authorization with a part 125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) No
 - (b) Yes

171. Did you have a simulator proficiency check authorization with a part125, 129, or 135 (on demand or scheduled cargo) operator?
 (a) No
 (b) Yes
172. Did you have an airplane proficiency check authorization with a part125, 129, or 135 (on demand or scheduled cargo) operator?
 (a) No
 (b) Yes
173. Were you authorized to conduct advanced simulator training program checks as described in appendix H of part 121 with a part 125, 129, or 135 (on demand or scheduled cargo) operator?
 (a) No
 (b) Yes
174. How long were you a check airman with a part125, 129, or 135 (on demand or scheduled cargo) operator?
 (a) Less than 1 year
 (b) 1 to 3 years
 (c) More than 3 years
175. When was the last time you performed as a check airman with a part125, 129, or 135 (on demand or scheduled cargo) operator?
 (a) Over 5 years ago
 (b) Between 3 and 5 years ago
 (c) Within the past 3 years

POSITION: Chief Pilot/Assistant Chief Pilot (including Domicile Chief Pilot)

176. Have you held a position as a chief pilot or assistant chief pilot (including domicile chief pilot) with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator operating airplanes over 12,500 pounds maximum certificated takeoff weight or turbine-powered airplanes?
 (a) No
 (b) Yes

If you answered (a) to question #176, go to question #188; if you answered (b), continue in this section. Combine all chief pilot or assistant chief pilot (including domicile chief pilot) positions you have had with part 91, 125, 129, and/or 135 (on demand or scheduled cargo) operators in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

177. Did you have responsibility for managing the flight attendant department as a chief pilot or assistant chief pilot with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
 (a) No
 (b) Yes
178. Did you have responsibility for managing a training department (in lieu of a director of training) as a chief pilot or assistant chief pilot with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
 (a) No
 (b) Yes
179. Did you have responsibility for managing the flight following department as a chief pilot or assistant chief pilot with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
 (a) No
 (b) Yes

180. Did you have responsibility for international operations as a chief pilot or assistant chief pilot with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) No
 - (b) Yes
181. At any one time, what was the largest number of crew domiciles for which you were responsible as a chief pilot or assistant chief pilot with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) 1 to 2
 - (b) 3 to 5
 - (c) More than 5
182. At any one time, what was the largest number of pilots/flight engineers you supervised as a chief pilot or assistant chief pilot with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) 1 to 25
 - (b) 26 to 50
 - (c) 51 to 100
 - (d) More than 100
183. For how many different types of airplanes have you been responsible as a chief pilot or assistant chief pilot with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) 1 to 2
 - (b) 3 to 5
 - (c) More than 5
184. At any one time, what was the largest number of check airmen who reported to you while you were a chief pilot or assistant chief pilot with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) None
 - (b) 1 to 5
 - (c) More than 5
185. At any one time, what was the largest number of domicile chief pilots who you supervised as a chief pilot or assistant chief pilot with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) None
 - (b) 1 to 2
 - (c) 3 to 5
 - (d) More than 5
186. How long were you a chief pilot or assistant chief pilot with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
187. When was the last time you performed as a chief pilot or assistant chief pilot with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
- (a) Over 10 years ago
 - (b) Within the past 10 years

POSITION: Director of Operations/Assistant Director of Operations
--

188. Have you held a position as a director of operations or assistant director of operations with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator operating airplanes over 12,500 pounds maximum certificated takeoff weight or turbine-powered airplanes?
- (a) No
 - (b) Yes

If you answered (a) to question #188, go to question #198; if you answered (b), continue in this section. Combine all director of operations or assistant director of operations positions you have had with part 91, 125, 129, and/or 135 (on demand or scheduled cargo) operators in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

189. Did you have responsibility for managing the flight attendant department as a director of operations or assistant director of operations with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) No
 - (b) Yes
190. Did you have responsibility for managing a training department (in lieu of a director of training) as a director of operations or assistant director of operations with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) No
 - (b) Yes
191. Did you have responsibility for managing the flight following department as a director of operations or assistant director of operations with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) No
 - (b) Yes
192. Did you have responsibility for international operations as a director of operations or assistant director of operations with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) No
 - (b) Yes
193. At any one time, what was the largest number of crew domiciles for which you were responsible as a director of operations or assistant director of operations with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) 1 to 2
 - (b) 3 to 5
 - (c) More than 5
194. At any one time, what was the largest number of pilot/flight engineers for whom you were responsible as a director of operations or assistant director of operations with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) 1 to 25
 - (b) 26 to 50
 - (c) 51 to 100
 - (d) More than 100
195. How many different types of airplanes have you been responsible for as a director of operations or assistant director of operations with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) 1 to 2
 - (b) 3 to 5
 - (c) More than 5
196. How long were you a director of operations or assistant director of operations with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
197. When was the last time you performed as a director of operations or assistant director of operations with a part 91, 125, 129, or 135 (on demand or scheduled cargo) operator?
 - (a) Over 10 years ago

(b) Within the past 10 years

WORK EXPERIENCE AREA:

Part 141 Pilot Schools and Part 63 Training Centers

THIS SECTION DOES NOT INCLUDE ACTIVE DUTY, RESERVE, OR NATIONAL GUARD MILITARY SERVICE EXPERIENCE, WHICH SHOULD BE CREDITED UNDER THE "MILITARY FLIGHT OPERATIONS EXPERIENCE (AIRPLANE)" SECTION.

198. Have you had at least 1 year of experience as an instructor or in a higher level flight management position in a part 141 pilot school or a part 63 training center which performed training for airplanes over 12,500 pounds maximum certificated takeoff weight or turbine-powered airplanes?

- (a) No
- (b) Yes

If you answered (a) to question #198, go to question #220; if you answered (b), continue in this section. Your answers in this section must be based ONLY on experience in part 141 pilot schools and/or part 63 training centers with airplanes over 12,500 pounds maximum certificated takeoff weight or turbine-powered airplanes. For questions regarding numbers of airplane types, all basic makes and models of a type count as one, except for those requiring a separate type rating.

POSITION: Simulator/Flight Instructor

199. Have you held a position as a simulator or flight instructor in either a part 141 pilot school or a part 63 training center for an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?

- (a) No
- (b) Yes

If you answered (a) to question #199, go to question #209; if you answered (b), continue in this section. Combine all simulator/flight instructor experience you have had with part 141 pilot schools and/or part 63 training centers in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

200. On how many different types of airplanes did you give flight or simulator instruction in a part 141 pilot school or part 63 training center?

- (a) 1
- (b) 2 to 4
- (c) More than 4

201. Did you give flight or simulator instruction in airplanes equipped with specialized means of navigation; i.e., MLS, GPS, OMEGA, LORAN, and/or INS with a part 141 pilot school or part 63 training center?

- (a) No
- (b) Yes

202. Did you give flight or simulator instruction in airplanes equipped with electronic flight instrument systems (EFIS/Glass cockpit) with a part 141 pilot school or part 63 training center?

- (a) No
- (b) Yes

203. Did you give flight or simulator instruction in airplanes equipped with Head-up Display (HUD) with a part 141 pilot school?

- (a) No
- (b) Yes

204. Were you qualified to give flight or simulator instruction in category II and/or III approaches with a part141 pilot school?
- (a) No
 - (b) Yes
205. Within the past year, how many courses in initial, recurrent, transition, differences, or upgrade have you taught as a simulator or flight instructor with a part141 pilot school or part63 training center?
- (a) None
 - (b) 1 to 2
 - (c) 3 to 6
 - (d) More than 6
206. How many courses in initial, recurrent, transition, differences, or upgrade have you taught as a simulator or flight instructor between 1 and 3 years ago with a part141 pilot school or a part63 training center?
- (a) None
 - (b) 1 to 2
 - (c) 3 to 6
 - (d) More than 6
207. How long were you a simulator or flight instructor with a part141 pilot school or a part63 training center?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
208. When was the last time you held a position as a simulator or flight instructor with a part141 pilot school or a part 63 training center?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Check Instructor

209. Have you held a position as a check instructor with a part141 pilot school on an airplane over 12,500 pounds maximum certificated takeoff weight or a turbine-powered airplane?
- (a) No
 - (b) Yes

If you answered (a) to question #209, go to question #213; if you answered (b) continue in this section. Combine all check instructor experience you have had with part141 pilot schools in answering the following questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

210. How many student stage checks, end-of-course tests, and instructor proficiency checks have you conducted in an airplane as a check instructor with a part141 pilot school?
- (a) Less than 100 tests/checks
 - (b) 100 to 500 tests/checks
 - (c) More than 500 tests/checks
211. How long were you a check instructor in an airplane with a part141 pilot school?
- (a) Less than 1 year
 - (b) 1 year or more
212. When was the last time you held a position as a check instructor in an airplane with a part 141 pilot school?
- (a) Over 5 years ago
 - (b) 3 to 5 years ago

(c) Within the past 3 years

POSITION: Chief Flight Instructor/Assistant Chief Flight Instructor/ Director of Training/Assistant Director of Training

213. Have you held a position as a chief flight instructor, assistant chief flight instructor, director of training, or assistant director of training in a part 141 pilot school or a part 63 training center which performed training in airplanes over 12,500 pounds maximum certificated takeoff weight or turbine-powered airplanes?
- (a) No
 - (b) Yes

If you answered (a) to question #213, go to question #220; if you answered (b), continue in this section. Combine all chief flight instructor, assistant chief flight instructor, director of training, or assistant director of training positions you have had in part 141 pilot schools and/or part 63 training centers in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM CERTIFICATED TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

214. At any one time, what was the largest number of instructors who reported to you while you were a chief flight instructor, assistant chief flight instructor, director of training, or assistant director of training in a part 141 pilot school or part 63 training center?
- (a) None
 - (b) 1 to 5
 - (c) 6 to 10
 - (d) More than 10
215. What was the largest annual student enrollment in any one part 141 pilot school or part 63 training center for which you were a chief flight instructor, assistant chief flight instructor, director of training, or assistant director of training?
- (a) 1 to 100
 - (b) 101 to 500
 - (c) More than 500
216. How many different types of airplanes were covered in training programs for which you were responsible as a chief flight instructor, assistant chief flight instructor, director of training, or assistant director of training in a part 141 pilot school or part 63 training center?
- (a) 1
 - (b) 2 to 4
 - (c) More than 4
217. At any one time, what was the largest number of approved training programs under which a part 141 pilot school or part 63 training center instructed while you were a chief flight instructor, assistant chief flight instructor, director of training, or assistant director of training?
- (a) 1 to 10
 - (b) 11 to 20
 - (c) More than 20
218. How long were you a chief flight instructor, assistant chief flight instructor, director of training, or assistant director of training in a part 141 pilot school or part 63 training center?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
219. When was the last time you performed as a chief flight instructor, assistant chief flight instructor, director of training, or assistant director of training in a part 141 pilot school or part 63 training center?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago

(c) Within the past year

WORK EXPERIENCE AREA:

Military Flight Operations Experience (Airplanes)

220. Have you successfully completed at least one standardization proficiency checkride; i.e., NATOPS, STANBOARD, or STAN/EVAL in an airplane over 12,500 pounds maximum gross takeoff weight or a turbine-powered airplane in the military service?
- (a) No
 - (b) Yes

If you answered (a) to question #220, go to THE END; if you answered (b), continue in this section. Your answers in this section must be based ONLY on experience with airplanes over 12,500 pounds maximum gross takeoff weight or turbine-powered airplanes in military service. For questions regarding numbers of airplane types, all basic makes and models of a type count as one.

POSITION: Aircraft Commander

221. Have you held a position as an aircraft commander on an airplane over 12,500 pounds maximum gross takeoff weight or a turbine-powered airplane in military service?
- (a) No
 - (b) Yes

If you answered (a) to question #221, go to question #234; if you answered (b) or (c), continue in this section. Combine all aircraft commander experience you have had in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS, MAXIMUM GROSS TAKEOFF WEIGHT, OR TURBINE-POWERED AIRPLANES.

222. How many different types of airplanes did you fly as an aircraft commander in military service?
- (a) 1
 - (b) 2 to 4
 - (c) More than 4
223. Did you fly airplanes equipped with specialized means of navigation; i.e., MLS, GPS, OMEGA, LORAN, and/or INS as an aircraft commander in military service?
- (a) No
 - (b) Yes
224. Did you fly airplanes equipped with electronic flight instrument systems (EFIS/Glass cockpit) as an aircraft commander in military service?
- (a) No
 - (b) Yes
225. Did you fly airplanes equipped with Head-up Display (HUD) as an aircraft commander in military service?
- (a) No
 - (b) Yes
226. Did you participate in extended overwater operations as an aircraft commander in military service?
- (a) No
 - (b) Yes
227. Did you participate in international operations as an aircraft commander in military service?
- (a) No
 - (b) Yes

228. Were you an aircraft commander in a MAC or VR type operation in military service?
 (a) No
 (b) Yes
229. Did you receive training in a visual simulator as an aircraft commander in military service?
 (a) No
 (b) Yes
230. What was the largest crew complement (in addition to yourself) in an airplane that you flew as an aircraft commander in military service?
 (a) None (single pilot)
 (b) 1 to 2
 (c) 3 to 5
 (d) More than 5
231. How many flight-hours have you flown as an aircraft commander in military service?
 (a) Less than 1000 flight-hours
 (b) 1000 to 3000 flight-hours
 (c) More than 3000 flight-hours
232. How long were you an aircraft commander of an airplane in military service?
 (a) Less than 1 year
 (b) 1 to 3 years
 (c) More than 3 years
233. When was the last time you performed as an aircraft commander in military service?
 (a) Over 10 years ago
 (b) Between 3 and 10 years ago
 (c) Within the past 3 years

POSITION: Instructor Pilot

234. Have you held a position as a flight or simulator instructor pilot or as flight examiner in a military training school, other than a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator, for an airplane over 12,500 pounds, maximum gross takeoff weight, or a turbine-powered airplane in military service?
 (a) No
 (b) Yes

If you answered (a) to question #234, go to question #241; if you answered (b), continue in this section. Combine all military flight or simulator instructor pilot or flight examiner in a military training school experience you have had in each category in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS, MAXIMUM GROSS TAKEOFF WEIGHT, OR TURBINE-POWERED AIRPLANES.

235. How long were you a flight instructor in military service?
 (a) Not applicable
 (b) Less than 1 year
 (c) 1 to 3 years
 (d) More than 3 years
236. When was the last time you performed as a flight instructor in military service?
 (a) Not applicable
 (b) Over 10 years ago
 (c) Within the past 10 years

237. How long were you a simulator instructor in military service?
- (a) Not applicable
 - (b) Less than 1 year
 - (c) 1 to 3 years
 - (d) More than 3 years
238. When was the last time you performed as a simulator instructor in military service?
- (a) Not applicable
 - (b) Over 10 years ago
 - (c) Within the past 10 years
239. How long were you a flight examiner in a military training school, other than a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator, in military service?
- (a) Not applicable
 - (b) Less than 1 year
 - (c) 1 to 3 years
 - (d) More than 3 years
240. When was the last time you performed as a flight examiner in a military training school, other than a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator, in military service?
- (a) Not applicable
 - (b) Over 10 years ago
 - (c) Within the past 10 years

POSITION: STAN-BOARD or STAN/EVAL Check Pilot or NATOPS Evaluator
--

241. Have you held a position as a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator on an airplane over 12,500 pounds maximum gross takeoff weight or a turbine-powered airplane in military service?
- (a) No
 - (b) Yes

If you answered (a) to question #241, go to question #252; if you answered (b), continue in this section. Combine all STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator experience you have had in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM GROSS TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

242. Did you conduct flight checks on multiengine airplanes as a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator in military service?
- (a) No
 - (b) Yes
243. What was the largest number of flight crew members on an airplane in which you conducted flight checks as a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator in military service?
- (a) 1
 - (b) 2
 - (c) 3
 - (d) 4 or more
244. Did you conduct flight checks on airplanes equipped with electronic flight instrument systems (EFIS/Glass cockpit) as a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator in military service?
- (a) No
 - (b) Yes
245. Did you conduct flight checks on airplanes equipped with Head-up Display (HUD) as a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator in military service?

- (a) No
- (b) Yes

246. Did you participate in international operations as a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator in military service?
- (a) No
 - (b) Yes
247. Did you conduct flight checks on airplanes equipped with specialized means of navigation: i.e., MLS, GPS, OMEGA, LORAN, and/or INS as a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator in military service?
- (a) No
 - (b) Yes
248. Did you conduct simulator checks as a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator in military service?
- (a) No
 - (b) Yes
249. Did you conduct airplane checks as a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator in military service?
- (a) No
 - (b) Yes
250. How long were you a STAN/EVAL or STAN-BOARD check pilot or NATOPS evaluator in military service?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
251. When was the last time you performed as a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator in military service?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

POSITION: Squadron Operations Officer
--

252. Have you held a position as a squadron operations officer for flight operations of airplanes over 12,500 pounds maximum gross takeoff weight or turbine-powered airplanes in military service?
- (a) No
 - (b) Yes

If you answered (a) to question #252, go to question #258; if you answered (b), continue in this section. Combine all squadron operations officer positions you have had in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500 POUNDS MAXIMUM GROSS TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

253. Did you have responsibility for international flight operations as a squadron operations officer in military service?
- (a) No
 - (b) Yes
254. At any one time, what was the largest number of pilots you supervised as a squadron operations officer in military service?
- (a) 1 to 25
 - (b) 26 to 50

- (c) 51 to 100
- (d) More than 100

255. For how many different types of airplanes have you been responsible as a squadron operations officer in military service?
- (a) 1
 - (b) 2
 - (c) More than 2
256. How long were you a squadron operations officer for flight operations in military service?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
257. When was the last time you performed as a squadron operations officer for flight operations in military service?
- (a) Over 10 years ago
 - (b) Within the past 10 years

POSITION: Wing/Group Director of Operations or Squadron, Company, Battalion, Wing, Group, or Regiment Commander

258. Have you held a position as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander for flight operations of airplanes over 12,500pounds maximum gross takeoff weight or turbine-powered airplanes in military service?
- (a) No
 - (b) Yes

If you answered (a) to question #258, go to THE END; if you answered (b), continue in this section. Combine all wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander experience you have had in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES OVER 12,500POUNDS MAXIMUM GROSS TAKEOFF WEIGHT OR TURBINE-POWERED AIRPLANES.

259. Did you have responsibility for managing a cabin crew as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander for flight operations in military service?
- (a) No
 - (b) Yes
260. Did you have responsibility for managing flight following as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander in military service?
- (a) No
 - (b) Yes
261. Did you have responsibility for international flight operations as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander in military service?
- (a) No
 - (b) Yes
262. At any one time, what was the largest number of flying squadrons for which you were responsible as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander in military service?
- (a) 1
 - (b) 2 to 5
 - (c) More than 5
263. For how many different types of airplanes have you been responsible as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander in military service?

- (a) 1 to 2
- (b) 3 to 5
- (c) More than 5

264. How long were you a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander for flight operations in military service?

- (a) Less than 1 year
- (b) 1 to 3 years
- (c) More than 3 years

265. When did you last perform as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander for flight operations in military service?

- (a) Over 10 years ago
- (b) Within the past 10 years

THE END